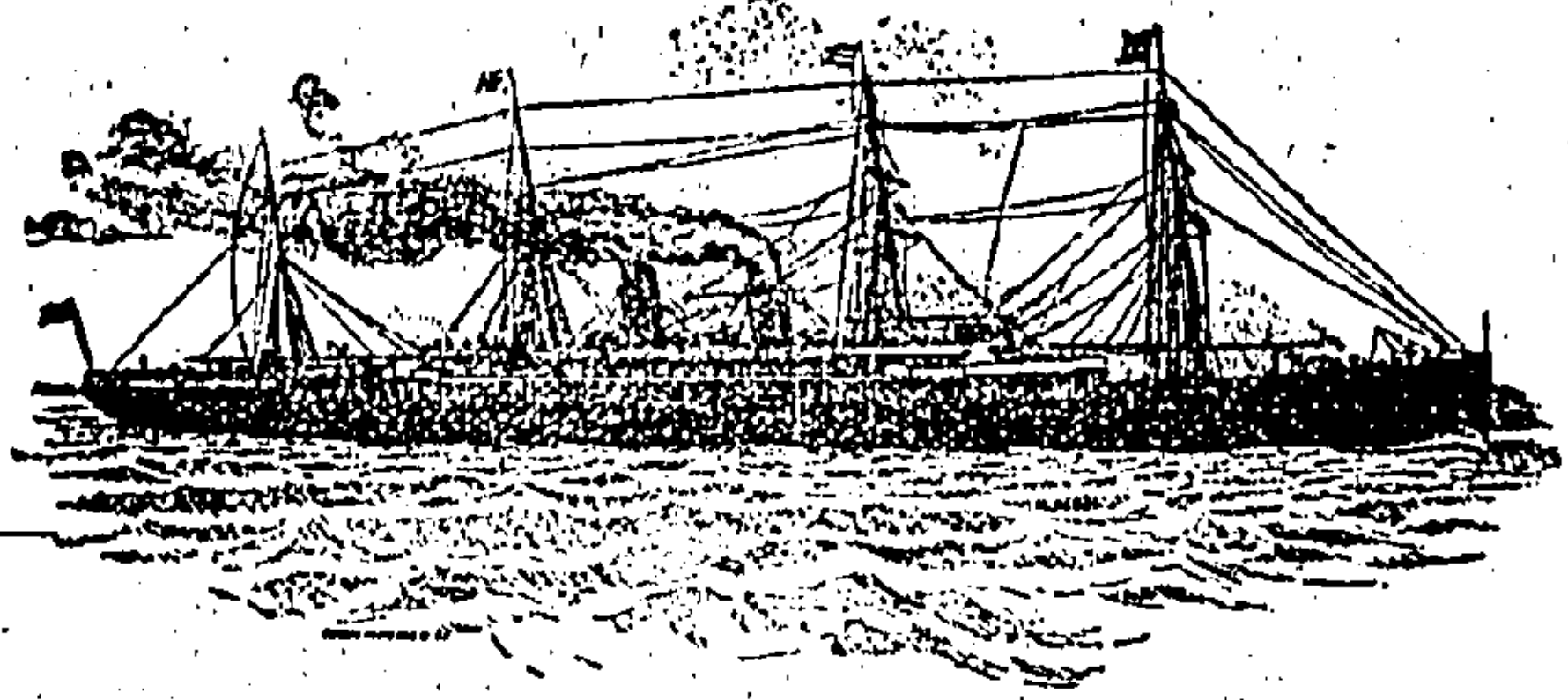


U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....SATURDAY, 22nd August, at Noon.
 "DORIC".....TUESDAY, 1st September, at Noon.
 "NIPPON MARU".....TUESDAY, 8th September, at Noon.
 "SIBERIA".....WEDNESDAY, 16th September, at Noon.
 "COPTIC".....SATURDAY, 26th September, at Noon.
 "AMERICA MARU".....SATURDAY, 3rd October, at Noon.
 "KUREA".....TUESDAY, 13th October, at Noon.
 "GABLO".....TUESDAY, 20th October, at Noon.
 "HONGKONG MARU".....WEDNESDAY, 28th October, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 22nd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th August, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	Tons	Sailing Date
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 26th August.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 23rd September.
"TARTAR"	4,425	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 21st October.
"ATHENIAN"	3,882	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"TARTAR"	4,425	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SITHONIA	HAVRE, ANTWERP, and HAMBURG.	29th August.
Hildebrandt	(Calling at SINGAPORE and COLOMBO).	
KONIGSBERG	HAVRE, BREMEN and HAMBURG.	12th Sept.
Mayer	(Calling at SINGAPORE and PENANG).	
ANDALUSIA	HAVRE and HAMBURG.	23rd Sept.
von Dühren	(Calling at SINGAPORE and COLOMBO).	
ABESSINIA	HAVRE and HAMBURG.	7th October.
Filler	(Calling at SINGAPORE and PENANG).	
ARABIA	NEW YORK	23rd August.
Bahle	Via SUEZ CANAL.	at Daylight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 20th August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S.	Tons	Captain
"HONAN"	1,363	H. D. Jones.
"PUWAN"	1,338	G. F. Morrison, R.N.R.
"FATSHAN"	1,338	A. W. Dixon.
"HANKOW"	1,338	C. V. Lloyd.
"KINSHAN"	1,338	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and to A.M. (Sunday excepted) and from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers carry the largest and fastest on the River. Superior Saloon and Cabin accommodation.

SERVICE TO CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S.	Tons	Captain
"SAINAM"	1,998	W. E. Clarke.

Departures from HONGKONG to MACAO every Tuesday, Thursday and Saturday at about 7.30 A.M. and from MACAO to HONGKONG daily at about 7.30 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING".....569 tons.....Captain R. D. Thomas.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.FULL LINE OF SUPPLIES
ALWAYS IN STOCK.ORIENTAL
COSTUMES AND
FANCY DRAPERIES.

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 Varieties of good things
for the table.Do you know
that HEINZ SWEET PICKLES are known
throughout the world for their delicate aromatic
flavor and distinctive virtues?THE MUTUAL STORES,
25, Des Vœux Road Central.

Hongkong, 29th June, 1903.

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1903.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents forDR. AUER VON WELSBACH Co.,
VIENNA,THE INVENTORS OF INCANDESCENT
GAS LIGHT.ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

Hongkong, 27th July, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.THE DIVIDEND declared for the Half-
year ending 30th June last, at the Rate
of ONE POUND AND TEN SHILLINGS
STERLING per Share of \$125, is PAYABLE
on and after MONDAY, the SEVENTEENTH
DAY OF AUGUST current, at the Offices of the
Corporation, where Shareholders are requested
to apply for WARRANTS.By Order of the Court of Directors,
J. R. M. SMITH,
Chief-Manager.

Hongkong, 15th August, 1903.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the OFFICES of the Company,
Queen's Buildings, Connaught Road, on
MONDAY, the 24th August, at 12 o'clock,
NOON, for the purpose of receiving the Report
of the Directors and the Statement of Accounts
to the 30th June, 1903.The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 24th
August, both days inclusive.By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 30th July, 1903.

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.NOTICE is hereby given that AN EXTRA-
ORDINARY GENERAL MEETING of
HUMPHREYS ESTATE AND FINANCE CO.,
LIMITED, will be held at the COMPANY'S
OFFICES, Nos. 38 and 40, Queen's Road Central,
Victoria, Hongkong, on SATURDAY, the
31st day of October, 1903, at NOON, when the
SUBJOINED RESOLUTIONS will be pro-
posed, viz:—1. That the Capital of the Company
be increased from \$1,000,000 (divided
into 100,000 shares of \$10 each) to
\$1,500,000 (divided into 150,000 shares
of \$10 each) by the creation of 50,000
new shares of \$10 each to be offered and
if accepted to be allotted to the present
shareholders of the Company at par in
the ratio and proportion of one new
share for every two old shares in the
Company held by the respective share-
holders thereof, the amount payable on
each of such new shares respectively to
be paid at such time or times and in such
manner as the Company by its General
Managers may hereafter determine.2. That Article No. 82 of the Articles
of Association of the Company be can-
celled and the following Article sub-
stituted therefor:—"The remuneration of the General
Managers shall be \$4,000 per annum
(which shall cover office rent but
not salaries of Secretary and other
employees) and a commission of 5
per cent. of the net profits of the
Company for each year that such
profits amount to 7 per cent. of the
Capital of the Company."Should the above Resolutions be duly passed
they will be submitted for confirmation as
SPECIAL RESOLUTIONS to a SECOND
EXTRAORDINARY GENERAL MEET-
ING which will be subsequently convened.
Dated this 24th day of July, 1903.JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 27th July, 1903.

NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO
JAPAN AND BACK.THE NIPPON YUSEN KAISHA are
prepared during the months of JULY
and AUGUST to issue First Class Return
Tickets from Hongkong to Yokohama and
Back for the Round Fare of Yen 98 payable in
Local Currency. Return Tickets are avail-
able for return up to the 31st October, 1903.Stop-over Privileges allowed at any way
port, and between Moji and Kobe passengers
have the Option of travelling by the Sanyo
Railway.For Information as to Sailings, Steamers,
&c., apply at the Company's Local Offices in
Prince's Buildings, First Floor, Chater Road.T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 27th July, 1903.

[896c]

HONGKONG ICE COMPANY,
LIMITED.OWING TO the Rise in Exchange, the
PRICE OF ICE will be REDUCED to
ONE CENT AND A HALF per Pound from the
11th AUGUST.WM. McMURRAY,
Acting Manager.

Hongkong, 10th August, 1903.

[959c]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRAC-
TICE will be carried out from the Sanatorium
(Peak) on the 26th August, 1903, at an
Anchored Target.Practice will commence about 8 A.M. and
end about 9 A.M. if the Range is clear.By Command,
F. H. MAY,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 17th August, 1903.

[1001c]

KEEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

[19]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

[195d]

WANTED.

A BRITISH MALE TEACHER for a
Private School in Hongkong.Apply to—
"M.M."
C/o this Paper.

Hongkong, 6th August, 1903.

[944c]

MACEWEN, TRICKEL & CO.

have undertaken the Sole Agency in
Hongkong for

Kabuto Beer

A Pure LAGER BEER excellently
Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts.

or
\$2.00 per doz.3, Duddell Street,
Hongkong.

18th June, 1903.

[650c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.EYES
FLUIDAVOID ALL RISK OF OUTBREAK
OF ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1903.

[1c]

WEI-HAI-WEI.

THE EMPIRE'S OUTPOST.
ITS CONDITION, CAPABILITIES, AND PROSPECTS.

An interesting report on Wei-hai-wei, its value and its resources, has lately been presented to the Colonial Secretary by Mr. J. H. Stewart Lockhart, our Commissioner in the territory. Wei-hai-wei, it will be remembered, was leased to Great Britain by a Convention dated July 1, 1898, "in order to provide Great Britain with a suitable naval harbour in North China, and for the better protection of British commerce in the neighbouring seas." The leased territory lies in latitude 37° 30' N., longitude 122° 10' E., and is situated in the Chinese province of Shangtung. It comprises the island of Liu Kung, all the islands in the bay of Wei-hai-wei, and a belt of land ten English miles wide along the entire coast line. The total area is about 285 square miles. In addition to the leased territory proper, there is a zone of influence, lying east of the meridian 121° 40' extending over an area of 1,500 square miles.

AN EASTERN HEAVENLY RESORT.

One of the strongest points in favour of Wei-hai-wei is its climate, which is a most excellent one, second to none in the East. It compares most favourably with Shanghai, Hongkong, and other ports, and is better than that of Japan. Invalids from the South feel the benefit of the change almost at once. In the opinion of Major S. A. R. A. M. C., who has resided there for four years, and can, therefore, speak with authority, the dependency should be the sanatorium of the Far East from Singapore northwards. For periods of short leave from the Straits and Hongkong it should prove most useful for invalids. The summer heat is never really excessive, and being of a dry nature, never causes that feeling of lassitude so common, for instance, during the summer in Hongkong. June, July, and August are the warmest months. The fact that punkahs are seldom used shows that the heat is not felt to any great extent. Those who visit this place are at once sensible of the benefit of the change. Speaking from his own experience, the Commissioner states that the country seems to be one of the few places in the Far East which can be described as "a white man's country" the year round.

The value of such a climate to a Power like Great Britain, possessing such immense interests in the Far East, is apt to be overlooked. The sight of 7,000 bluejackets in the harbour of Wei-hai-wei on Coronation Day, the 9th of August last, enjoying a delightful climate while their less fortunate mates were sweltering in other parts of China, or even Japan, was an object-lesson which might have helped even the most pessimistic to realise that Wei-hai-wei, on account of its climate alone, is a valuable dependency of the Empire.

DISADVANTAGES OF ISOLATION.

One disadvantage which tells heavily against the place is its isolation. If Wei-hai-wei is to progress, its communications with the outside world must be improved. Many persons have been deterred from visiting the territory on account of the difficulties of reaching and leaving it. With a view to remedying to a certain extent the present unsatisfactory state of affairs, a contract is being entered into to run a steamer weekly between Shanghai and Wei-hai-wei. It is to be hoped that this arrangement may aid the development of the dependency. Formerly there was no suitable pier on the island at the mouth of the harbour available for the use of the general public. To meet this want a stone pier has been erected and has been found to be of great use. The pier on the mainland at Port Edward, which was constructed in 1901, proved to be too low, which rendered landing and embarking at high tide a somewhat wet process. The question of the erection of a pier in deep water on the mainland, alongside which steamers may be able to load and discharge cargo, is now engaging attention. It is evident that if trade on the mainland is to be developed, such a pier will be a necessity. A market at Port Edward has been completed, and is now occupied, and an abattoir has been erected on the island.

A POTENTIAL TRADE CENTRE.

The trade prospects of Wei-hai-wei have been much discussed during the past year both in the Press and elsewhere. The opinions expressed have been either very optimistic or unduly pessimistic. The facts of the case do not seem to justify the holding of either extreme view. While on the one hand the situation of Wei-hai-wei does not seem to warrant the anticipation that it will become a second Hongkong, on the other hand it possesses potentialities which, if fostered, ought to entitle it to rank higher than that of a second-class watering-place. With the German colony of Kiaochow on one side, where every effort is being made to attract the trade of the Shantung province by means of a railway system, which is to extend ultimately from Kiaochow to Chinan, the capital of the Shantung province, and with the Chinese port of Chefoo on the other side, which has for many years been the commercial port and outlet of the trade of that province, it is easy to see that Wei-hai-wei has formidable difficulties against which to contend in its attempt to obtain a share of the trade of this part of the world, though its harbour, which is the best in China north of Hongkong, and the fact that it is situated in the direct line of trade, are points in its favour.

MANUFACTURES AND COMMERCE.

Although the year 1902 cannot be looked upon as a prosperous one for trade in North China, Wei-hai-wei saw signs of a commencement on the part of the Chinese to take an interest in local trade. Undoubtedly, they realise that with cheap labour, good anchorage for junks, freedom from molestation, and petty official bribery, and the great advantage that is obtained through the freedom from Customs duties, Wei-hai-wei is admirably suited for manufacturing purposes, and the recent rise in the price of conveniently-estimated land clearly tends to corroborate this. Lack of local capital

and, until recently, the uncertain knowledge of the political intentions of the Government as to the future, have done much to arrest development, and it is to be hoped, now that commercial facilities are being promoted, capitalists from the south of China, who are interested in the local produce and manufactures, may find sufficient inducement to start considerable industries.

Then there is a considerable and growing shipping tonnage. Exclusive of Admiralty colliers, Government transports, and a small steamer running with mails to and from Chefoo, 146 steamers passed through Wei-hai-wei in 1902, being an increase of 31 steamers over the preceding years. This increase being undoubtedly due to the expansion of trade, combined with the commercial facilities afforded by the Colonial Office under the régime of the present Commissioner, it is only reasonable to suppose that the trade of the port in the future will attain considerable dimensions. The total registered amounted to 151,809 tons.

Stated shortly in figures, the bulk of cotton yarn and piece goods dealt with in 1902 was 1,500,000 piculs, refined sugar 4,125,000, wines, spirits, beer, aerated waters, &c., 7,381 packages, tinned provisions and foreign stores 16,633 packages.

HOPEFUL SYMPTOMS: NATIVE LOYALTY.

Among other symptoms of good augury for the future, none promise better than the evident contentment of the population with British rule. This was abundantly manifested during the Coronation period. Addressees to His Majesty the King were not only presented by the British and Chinese residents of the territory, but also by the Chinese residing in the city of Wei-hai-wei, who are still under the jurisdiction of China. Nothing could more clearly show the good feeling that exists between the Chinese and the British than the alacrity with which the latter joined in the rejoicings at the Coronation. And when they presented their elaborately embroidered scrolls, the Chinese were not content with merely handing them in, but requested them to be hung up "coram populo," so that they might publicly show their respect for the King by knowing before them in the same manner as they would have done, under similar circumstances, in honour of their own Emperor. The request was granted and each member of the Committee performed the kowtow in the presence of a large assembly of his countrymen. This is one of the most striking testimonies of respect for a foreign rule on the part of the Chinese that experienced men have ever witnessed.

Our Commissioner sums up his conclusions as follows:—Taking all things into consideration, I think the progress made during the past year may be regarded as satisfactory. There can be no doubt that the various changes in the administration of this dependency and the uncertainty that existed in the mind of the public as to the policy of the Imperial Government regarding Wei-hai-wei have tended to impede the development of this place. But now that the administration is more settled and the public is beginning to realise that every encouragement will be given to trade, it is hoped that in the future commercial enterprise show increased activity.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 22nd August, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising:—SINGLE and DOUBLE IRON BED-STEADS with WIRE MATTRESS, TEAKWOOD OVERMANTLES & SIDEBORD with BEVELLED GLASS, VIENNA CHAIRS, TEAKWOOD DESKS, COUNTER, ICE CHESTS, CROCKERY and GLASS WARE, TIENTSIN CARPETS, &c., &c. ALSO TWOSEWING MACHINES, TWO LADIES' BICYCLES, TWO IRON SAFES, TWO SCALES, TWO PIANOS, ONE MANDOLIN, ONE GUITAR, FIVE HAND CAMERAS, a quantity of JEWELLERY, and About 20,000 EGYPTIAN CIGARETTES (in good Order and Condition). TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 21st August, 1903. [10122]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 24th day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Parker Road in the Colony of Hongkong, for a term of 75 Years, commencing from the 8th May, 1899.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.				Area in Acres.	Annual Rent.	Upset Price.
		N.	S.	E.	W.			
1	Barker Road, adjoining K.H.L. 67.	50	50	50	50	1,000	5	100

Hongkong, 17th August, 1903. [9936]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華
IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER. Hongkong, 1st May, 1903. [1490]

Entertainment.

HONGKONG VOLUNTEER CORPS.
PROMENADE CONCERT.

AT HEAD QUARTERS, PARADE GROUND. (If Weather is unfavourable at the City Hall.)

TO-MORROW (SATURDAY), 22nd August, 9 P.M.
ADMISSION: \$2 and \$1. Sailors, Soldiers and Volunteers in Uniform 50 cents.
Tickets at HEAD QUARTERS, from OFFICERS of CORPS and at KELLY & WALSH, Hongkong, 15th August, 1903. [9876]

Insurances.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

RICHARD A. MCCURDY, President,
ORGANISED IN 1843.

MR. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been opened in the Hongkong Club Annex, Ground Floor, Chater Road.
By Order,

BASIL H. BETTS,
Special Representative for Hongkong, China and Japan.
Hongkong, 17th August, 1903. [9922]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at LIBERAL RATES.
SIEMSEN & CO.
Hankow, 28th May, 1891. [25]

Intimations.

FROZEN FOOD AND FRUITS.

DEPT. NO. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s S.S. "CHANGSHA," including MUTTON, LAMB, PORK, SUCKLING PIGS, HARES, RABBITS, TURKEYS, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER, CHEESE, BACON, HAM and CHOICE TINNED FRUITS. Pass Books will be supplied to, and Credit Accounts kept with, well-known residents. Price Lists on application.
LAU KUE TONG, Manager.

The Hongkong Frozen Food Supply.
Hongkong, 19th August, 1903. [10056]

THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being Manufactured in Europe and Hongkong for Coming Season. These Pianos will be of guaranteed quality and will be sold at exceptionally low prices.

	Cost.	Selling.
RONISCH (Owner's Property)...		\$400
SQUIRE (Owner's Property)...		350
BORD (Owner's Property).....		285
WERNER, UPRIGHT GRAND (Owner's Property).....		450
KELLY (Owner's Property).....		200
HOPKINSON.....	\$550	300
HORIZONTAL GRAND (Second-hand).....	900	100
KRELL.....	800	450
NEEDHAM.....	800	450
ROBINSON PIANO CO., LD. 475	400	
Do. 475	400	
Do. 575	450	
Do. 650	450	
Do. 300	150	
SELF PLAYER.....	900	150
RACHALS.....	750	400

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary.
Hongkong, 6th August, 1903. [4156]

AMERICAN WATER MELONS!

FRESH HONEY IN COMB!!
75 Cents per lb.

FRESH FIGS!!!
\$1.00 per doz.

All these can be had fresh every day at—

CHING SHAN CHAN,
No. 41, Central Market.

Hongkong, 19th August, 1903. [7776]

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [12996]

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1896. [9]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD, Watson's Building.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E., Manager.
Hongkong, and April, 1903. [26]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, CONNAUGHT ROAD CENTRAL.
Hongkong, 9th February, 1903. [26]

Relieves the scalding pain at once and CURES all discharges from the genital-urinary organs in either sex in 48 HOURS. Santal-Midy is a specific for Gonorrhoea, Cystitis, and all other urinary troubles. Unlike the old Balsam of Capivi, Santal-Midy is a specific for Gonorrhoea, Cystitis, and all other urinary troubles. Beware of imitations. Each tin contains 10 capsules, bears the name SANTAL MIDY, 8, RUE VIVENNE, PARIS.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU..... F. L. Sommer.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 22nd Aug., at Daylight.
AKI MARU..... J. W. Ekstrand.	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 25th Aug., at 4 P.M.
HITACHI MARU..... J. Campbell.	KOBE and YOKOHAMA.....	FRIDAY, 28th Aug., at Daylight.
SHINANO MARU..... W. Thompson.	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 8th Sept., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 17th August, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Olympia.....	2,837	J. Truebridge...	Sept. 10
Lyra.....	4,417	F. Williams.....	Sept. 17
Tacoma.....	2,812	A. Dixon.....	Sept. 24
Victoria.....	3,502	J. Pantan.....	Oct. 12

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents.
Hongkong, 21st August, 1903. [874d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 25th August, 1903, at 1 P.M., the Company's Steamship "CALEDONIAN," Captain Marcellotti, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT FRICTION.

This Steamer connects at COLOMBO with the Australian Line S.S. "Admiral Bell" bound for MARSEILLES and BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marcellotti, and accepted in transit through Marcellotti for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 24th August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 12th August, 1903. [1004c]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON-TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.
Hongkong, 17th October, 1902. [1116d]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA, CAN and SOUTH AFRICAN PORTS.)
THE Steamship

"VALETTA,"

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 29th instant, above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 17th August, 1903. [4]

To be Let.

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS. No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 1st August, 1903. [9199]

TO LET.

NO. 13, KNOTSFORD TERRACE.—KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 18th August, 1903. [10022]

GODOWN TO LET.

NO. 155, PRAYA EAST. Spacious Two-storied Godown. Suitable for Yarn or Coals.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th July, 1903. [3978]

TO LET.

HOUSES IN LEIGHTON HILL ROAD.

FLATS IN MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. GODOWNS at BOWRINGTON, Praya East, No. 2, RIFON TERRACE in Flats.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 6th June, 1903. [1000c]

TO LET.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS

ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION LARRIVET	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET CANET	28.00	—
CHATEAU LA TOUR CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.
Hongkong, 20th March, 1903. [355e]THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, The Home Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 21, 1903.

LOCAL AND GENERAL.

KING Edward has sent his portrait to the Paris
Municipal Council.

SIR Frederick Borden denies that the kilt has
been prohibited for Canadian regiments.

ANOTHER blank plague return has to be
recorded for the twenty-four hours ended noon
to-day.

AT Kieff, Russia, a Jew, said to be 121 years
old, has died. He remembered having seen
Napoleon I.

FIFTY-TWO minutes was the time taken be-
tween Dover and Calais by the new turbine
steamer *Queen*.

THE U.S. revenue cruiser *Albatross* left
Shanghai on the 16th inst. for the Philippines,
in charge of Capt. McDonnell.

One more chance to buy a Kodak for \$5; a
good Kodak. LeMunyon, 31, Des Vaux Road.—*Advt.*

THE trial of S. S. Stevens, who has been com-
mitted on the charge of obtaining various goods
under false pretences, will probably take place
at the British Supreme Court, Shanghai, on
the 26th inst.

It is reported from Batavia that the M.M.
Company is, owing to the bad times, so bent
on economy that there is some talk of its
stopping the mail service between Batavia and
Singapore now kept up by the s.s. *La Seyne*.

CHIAN I, a passenger on board the s.s.
Futshun, was charged at the Magistracy to-day
and sentenced to three months' hard labour
for stealing a box of tea valued \$10 from the
ship yesterday, the property of Mr. R. A.
Hewitt of the P. & O. Co.

THE Colonial Secretary sends us the fol-
lowing:—"It is hereby notified that tele-
graphic information has been received from
the Government of the Straits Settlements that
the prohibition against Chinese immigration
from Hongkong has been removed."

Framing, fancy and artistically done by Le-
Munyon, 31, Des Vaux Road.—*Advt.*

THE south coast of Java is so thinly inhabited
that it swarms with tigers. The evil is now
becoming worse than ever from the Govern-
ment having done away with the rewards of-
fered for killing them. The result is that,
within the last two or three years, the tigers,
owing to hunters having left them alone, have
come closer and closer to the villages. They
not only carry off cattle and horses, but also
attack men and women working in the field.
A cry now arises for the restoration of the
reward system.

By kind permission of Major Radcliffe and
Officers the Band of the 33rd Burma Infantry
will play at the Hongkong Hotel to-morrow
(Saturday) evening from 8 to 9.30 p.m.

HAND PROGRAMME.
March..... "Dionede"..... Elze
Overture..... "La Reine d'un Jour"..... Alham
Selection..... "An Artist's Model"..... Sidney Jones
Dance..... "Shavouie"..... Dorak
Selection..... "Marie England"..... Ed. Germain
Valse..... "Scilla"..... Mendel
Galop..... "The Lancers' Attack"..... Bohm
God Save the King.

EARLY this morning at Yau-ma-ti, while a
Chinese couple were in the land of slumbers,
they were rudely awakened by a noise in the
kitchen. They got up, struck a match and
found a thief busily searching for something
to take away. As soon as he saw that he had
attracted attention, he ran passed the two
inmates of the house and rushed down the
stairs, but was met face to face by P. C. No. 47.
The rogue, who is an apprentice boot-maker,
will have to learn another trade during his
three months' incarceration, the first and last
weeks to be passed in solitary confinement.

Mail your films and Kodak orders to LeMun-
yon, P. O. B. 368.—*Advt.*

THE London correspondent of the *Manchester
Dispatch* understands that a long telegraphic
dispatch has just reached the Foreign Office
from Sir Ernest Satow giving a detailed ac-
count of his interview with Lord Curzon at
Simla. That Sir Ernest should have broken
his journey to Peking at such a time has excited
much interest in official quarters, and this in-
terest has not been lessened by the length of
the dispatch which he has sent home. There
is no doubt, however, that the interview be-
tween the Ambassador to China and the
Viceroy had to do with highly important plans
which are contemplated both by British and
Indian advantage in China, and for the carry-
ing out of which Sir Ernest has stipulated, and
has obtained, an absolutely free hand.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

Do your own developing without a dark room
by using an Eastman developing machine.
LeMunyon.—*Advt.*

THE Pollard Comedy Company presented
Charles's Aunt at the Theatre Royal last night
with great success. To-night they stage the
enormously successful laugh-maker *Turned
Up* which will be repeated to-morrow; their
farewell night.

On the 12th inst., the carcass of a bullock was
found in the jungle near the 8th mile on the
Cheras road, Kuala Lumpur. Examination
showed that the beast had been killed by a
tiger and dragged into the undergrowth for a
matter of fifty yards. A local sportsman
watched over the carcass for some hours, but
without result.

FIVE celestials were charged at the Magistracy
this morning and sentenced to pay a fine of
\$100 each, or three months' hard labour, for
having six tons of coal on their junk reason-
ably suspected to have been stolen. They
stated that the coal was loaded from a godown
in Wanchai, but they could not point the place
out when required to do so.

A CHINESE girl, eight years of age, received a
nasty cut on the shin yesterday inflicted by a
carpenter. It is alleged that the girl was pick-
ing up shavings on the side walk, outside the
carpenter's shop. He objected to her being
there, and in a fit of temper threw his chisel at
her which resulted in the cut. At the Magis-
tracy this morning before Mr. T. Sercombe
Smith the carpenter was sentenced to two
months' hard labour, and to pay \$10 compensa-
tion to the little girl.

MR. James Toppin, a clerk, lost a gold watch,
value \$25, some time on the 15th July last. He
made several attempts to recover it, but all in
vain; so he placed the matter in the hands of
the police, with the result that a few days ago
a native was found with the watch in his pocket.
When asked where he got it from, he said
he bought it in Macao. At the Magistracy
this morning before Mr. T. Sercombe Smith
the celestial was sentenced to three months' hard
labour, the last week to be spent in solitary
confinement.

COFFIN breakers' trade is again revived by pas-
sengers on the Canton steamboats. A native
passenger per the *Haakow*, which arrived here
yesterday afternoon, as soon as the boat steam-
ed alongside the wharf, got hold of another
man's trunk and came ashore with it, and on
his way home had to alter his course and
follow a policeman to the station. The contents
of the trunk were then turned out, and a prom-
issory note to the value of \$250, and other
valuables found amongst them. The man was
sent to gaol this morning to undergo a sentence
of six months' hard labour.

MR. N. W. McIvor, former American Consul-
General at Yokohama, has lately been the
recipient of a distinguished honour, having
received from the Emperor of China the Order
of the Double Dragon, a distinction rarely
given except to those of Royal or princely
blood. It will be remembered, says the *Japan
Advertiser*, that during the China-Japan war
the care and protection of the Chinese in
Yokohama were under the keeping of Mr.
McIvor, and it is manifest that the Chinese
Government has highly appreciated the manner
in which the service was rendered. The pre-
sentation was made through Mr. Conger, U.S.
Minister to Peking. The decoration is one of
much beauty.

AT 6 o'clock yesterday afternoon a group of
idle natives were standing outside the Shaui-
kwan theatre. A native stranger standing in the
midst was pushed about roughly by the crowd,
and feeling into his pocket to find his time-
piece he found that it was gone. The thief,
who is a noted character and had been sentenced
several times for snatching purses, etc., as soon
as he got hold of the watch, bolted down the
street. But as he was turning round the corner
half tired and nervous, he ran into the arms of
a native detective. A few minutes later the
stranger, who gave chase but was prevented by
the crowd, came up and recognised the thief
as being his chum at the theatre. Mr. Ser-
combe Smith sentenced him to three months' hard
labour.

A WASHINGTON telegram of the 13th ult. states
that Minister Conger at Peking has informed
the State Department that Wu Ting Fang,
formerly Chinese Minister to the United States,
has been appointed second assistant in the
corps of under secretaries. "While," says
Conger, "this gives Mr. Wu nominally only
a clerical place, yet it makes an opportunity for
utilizing his foreign knowledge and experience,
if the Foreign Office so desires." Minister
Conger reports also that Wren Fank has been
promoted to the position of first secretary, or
director, of the Board of Foreign Affairs, vice
Na Tung, the present president of the Board of
Revenue, and that Ku Pi Hsin has been ap-
pointed second secretary and director of the
Board of Foreign Affairs.

THE London correspondent of the *Manchester
Dispatch* understands that a long telegraphic
dispatch has just reached the Foreign Office
from Sir Ernest Satow giving a detailed ac-
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THE London correspondent of the *Manchester
Dispatch* understands that a long telegraphic
dispatch has just reached the Foreign Office
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ing out of which Sir Ernest has stipulated, and
has obtained, an absolutely free hand.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE Committee of the Hongkong Jockey Club,
having decided to revert to the China pony for
racing, has placed an order with the Shanghai
Horse Bazaar Co., Ltd., for the supply of Sub-
scription China griffins for their next Race
meeting. The list has not closed, but it is
thought that probably 75 to 80 will be about
the number of ponies required.—*Sport and
Gossip.*

THE Midland Railway express for Scotland
has established a record, as the fastest regular
train between London and Carlisle. After
leaving St. Pancras, the express stopped five
minutes at Trent and six minutes at Leeds,
arriving at Carlisle in 5 h. 40 min. The 113
miles from Leeds to Carlisle, including the
ascent of 1,100 ft. in Yorkshire, was covered in
121 minutes.

THE battle-ship *Jena* is one of the latest ad-
ditions to the French navy. Although the *Jena*
was laid down at Brest in January, 1898, and
launched nine months later, she has but recently
been completed. The *Jena* displaces 12,051
tons and is supposed to be capable of eighteen
knots with forced draught. She is one of the
vessels fitted with three screws. She is well
protected with a water-line belt, but the pro-
tection of her secondary armament leaves
something to be desired. Her thickest armament
is fourteen inches. A peculiarity about
her is the manner in which her military tops are
closed in. She carries four twelve-inch guns,
mounted in pairs forward and aft; eight 6.4-
inch guns and smaller weapons. Her triple
expansion engines, supplied with steam by
twenty Belleville boilers, develop 15,500 horse-
power. Her cost was \$5,500,000 (gold).

Fresh Kodak film, plenty of them, at LeMun-
yon's, 31, Des Vaux Road.—*Advt.*

VICTORIA HOME, KOWLOON
CITY.

Miss Hamper writes in the leaflet *From
Month to Month*, issued by the Hongkong
Church Missionary Association, as follows:—
We have been here now six months and cer-
tainly so far it has proved a change for the
better. The free life of the country suits the
class of girls we have to deal with much better.
We have a good deal of outside work as well.
Two Bible women are at work in Kowloon,
and the villages round. Miss Bachlor and I
visit with them and find a ready entrance into
the houses. In three of the villages there are
inquirers who are being taught regularly, they
are busy in their fields all day long, but come
whenever possible to a meeting on Thursdays
and to service on Sundays. Our Day Schools
are well attended. Hungnam has over 30
scholars, Kowloon over 40, the Anglo-Chinese
Boys' School over 30. The Chinese have open-
ed one within the City Walls for the study of
English and Japanese, and they hope to include
German.

WATER POLO.

At the V. R. C.'s enclosure yesterday after-
noon the Lusitano representatives met the team
of the V. R. C. in the pond. At 5.55, the game
started and the ball was tossed to and fro with-
out any result. Jorge then got hold of the
leather, which was passed to Barros, and with a
good sail down two dangerous tries were made,
but were well warded off by the goalkeeper
(Lammer) and with a third good throw Barros
sent the ball home. The leather was again
centred; good passing, but slow work, was
exhibited on the part of the V. R. C.'s team and
when nearing the opponent's goal Millar sent
the leather full speed into their goal. Thus
two goals were scored in less than ten minutes.
After a slow game the Lusitanos, who are a
far superior team, won by 5 goals to 1. Frank
Jorge played a good game, scoring 4 goals,
while Lammer (V.R.C. goalkeeper) managed
the ball well. Chunyat, who is very slow in
taking down the ball when in his possession,
requires a little more practice in swimming.
The remainder of the players did well.

On Saturday, 29th inst., there will be an
aquatic entertainment at the V.R.C. enclosures.
The Committee requests us to state that ladies
are cordially invited for the occasion. The
following programme has been arranged, the
first race starting at 4.30 p.m.

1. Team Race (7 aside)—V. M. C. A. v.
Lusitanos.
2. Two Lengths (Handicap).
3. Exhibition Diving.
4. Tub Race, and a game of Water Polo.

GOLF IN CHINA.

A naval officer gives a diverting account in
Golf Illustrated of how the Royal and An-
cient game is played in China. Little did the
combatants at the bombardment and torpedo
attack on Weihaiwei imagine, he says, that in
eight years the then impregnable fort was to
become a favourite putting green for golfing
naval officers. Yet this is what has happened,
and not only at Weihaiwei, or Port Edward
as it is now called, but at almost every
port on the China station. In some cases
the greens on these links are excellent, and
compare favourably, we are told, with those at
Hoylake and St. Andrews. But at Port Ed-
ward there are no putting greens, the holes
being made in hard rolled sandy gravel, and
golfers are obliged by the rules to play only in
indiarubber-soled or rope-soled shoes, while on
wet days play is forbidden altogether. The
caddies are Chinese "boys," whose ages vary
from about twelve to fifty; instead of one cad-
die to each player, two are necessary—"one to
carry the clubs, the other to go in front to spot
the balls, this latter official being termed the
"look-see boy." One of the holes is at the
top of a precipice one hundred feet high, and
the course is further hampered by rocks, walls,
and even a rifle range. In spite of all this the
naval officer plays golf in China with a fine
relish, and is succeeding in making the game
increasingly popular.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

GLIMPSES OF CHINA.

CANTON.

Canton, the capital of the province of Kwang-
tung, and also the political capital of South
China, is the most southerly of the open treaty
ports of China.

Its name is said to be a corruption of Kwang-
tung, and this seems to be probable, for the
name "Canton" is used mostly by foreigners
when referring to the city; the Chinese them-
selves, although they do occasionally in con-
versation with Europeans use the name—more
commonly adopt the title of Kwang-Chow, or
Kwang-Chow-Fu.

The city is, both from its historical associa-
tions, and also from its typically native charac-
ter, the most interesting one in the Flowery
Land open to easy access by foreigners, and
there is probably no town or city throughout
the Empire, which possesses more individuality,
or more pronounced features of Chinese
methods and government.

Its quaintly narrow streets, or rather alleys,
wherein two chairs or rickshaws can with
difficulty pass each other, and where the
sunlight can scarcely penetrate, owing to the
almost touching upper storeys of the buildings
on either side, are thronged with swarms of
celestials, to many of whom the outer world
is an unknown quantity, and whose customs
and manners of life and process of thought,
differ probably not one iota from those of the
thousands of generations that preceded them.

Here in Canton one may see the native life
unadulterated, and free from foreign inter-
ference and compulsion. Under these con-
ditions the Chinaman is a different entity to
him that has left his country and become
domesticated in other lands. Here indeed he is
"on his native heath," and he knows it, and it
is only on sufferance and with condescension
that he allows the erstwhile overbearing
foreigner to enter the native portion of his
city at all.

Canton is situated on the Chu-kiang or
Pearl river, and at its junction with the North
river, occupying the rectangular ground be-
tween the two. It is known in native lore as
the City of Rams, or sometimes as the city
of Genii; these names being derived from
ancient legends.

Owing to its easy access from the sea at all
times of the year, the city is advantageously
situated as regards trade and commerce with
the outer world and to this is due the ex-
pansion of its commerce and traffic with
foreign countries, of which commerce it forms
the principal outlet of the Empire.

As early as the 16th century we find that
European traders had begun to visit it, viz., the
Portuguese in the year 1516. About 100 years
later the port became known to the Dutch
also, and still later to the English, who estab-
lished a trading depot there under a monopoly
secured by the ever-adventurous East India
Company.

This monopoly terminated only in 1834 and
four years later it was found necessary to
declare war against China, in consequence of
the oppression with which foreigners were
treated. A ransom was demanded and a treaty
made, but these were disregarded later by the
Chinese, so that a campaign in Central China
had to be undertaken, that resulted in the sub-
mission of the Chinese and led to the signing
of the treaty of Nankin, whereby *inter alia*,
freedom of trade with Canton and the protec-
tion of foreigners resident therein were secured.
This, however, did not end the situation, for
again in 1856 an expedition had to be made
against Canton in which the French were our
allies, and the allied forces remained in occupa-
tion of the city for nearly four years. In the
bombardment preceding this occupation no
little damage ensued to the city itself, as
well as to the forts protecting it, and in con-
sequence a new site had to be selected
for the occupation of the English and other
foreign merchants on their return there. This
was eventually fixed on at Sha-mien situated
at the angle of the junction of the rivers and on
the outskirts of the town, and the land was
leased from the Chinese in perpetuity. Here to-
day is the foreign concession, the various
nationalities having each its allotted space on
the land thus secured originally by the joint
efforts of the French and ourselves.

On the opening of some of the northern
treaty ports the trade of Canton to some
extent declined. Previous to that a large trade
in tea had been established, and this still exists
although in lesser degree. But the trade in
raw silk and sugar has increased, and the former
may now be taken to be the staple of commerce.

The true city of Canton, enclosed by lofty
walls, is situated about a mile from the
foreign settlement, or Sha-mien. The circum-
ference of the city proper is some six miles,
and it is divided into two main sections, known
as the North city and South city respectively,
by a traversing wall across its breadth. The
northern and older portion is the larger, and
contains the most interesting of the ancient
native buildings and temples, including the
various Yamen and the two Confucian col-
leges. Opposite the city and on the further
side of the Pearl river is the Island of Honam
which is of considerable extent on which
suburbs of the city exist, as they also do both
east and west of the walled city.

The temples and public buildings of
Canton are very numerous, and an inspection
of them is consequently a work of time. One
pagoda lying to the west is interesting from the
fact of its being in reality a mosque, and it
marks the introduction at an early date of the
Mahomedan religion into China, for it is re-
puted to have been built by Arabian colonists
at least 1,000 years ago. Its shape is different
to the other pagodas of Chinese design, for
whereas the latter have for the most part the
predominant and characteristic form of angu-
lular structure common to the country, the
former is a tapering tower as seen in Mahomedan
countries. The other temples of note are those

of the Five hundred Gods and of Longevity, the
temple of the Five Genii, and the Tatar City
Temple. These are all well known and are
usually visited by all sightseers, but there are
many others of lesser importance that will well
repay a visit. These temples are generally
dark and forbidding in aspect, and not too
clean, while their near surroundings are
the resort of petty traders and stall holders
who depend for livelihood on the custom of
pilgrims and devotees. As in Burma too, the
purlieus of the temples are often utilised for
the erection of sheds wherein theatrical per-
formances are given, thus showing that the
connection between church and stage obtains
in the East as much, or even to a greater ex-
tent, than in the West.

The chief officers of state have their re-
sidences within the old city, as also has the
commander-in-chief. There are also several
other important public buildings, amongst
which are the British consulate, the examina-
tion hall—perhaps the most important of all to
the modern Chinese, for education, and the
test of it by examination, is an institution
second to none throughout the land—and in the
South, or new city, a Roman Catholic
Cathedral, erected on the site of the old re-
sidence of the Governor General, which latter
was totally destroyed in the bombardment in
1856.

A feature of Canton is what may be termed
the floating population, for the river opposite
the city is a mass of boats occupied by families
which reside permanently on the water. This
method of existence is not peculiar to Canton,
but obtains throughout China wherever a river
or lake or sea is contiguous to a town or city.
The *Flower-boats* of Canton are a specialty of
the place, however, and are too well-known to
demand a description, and indeed it would be
impossible in the space at our command to
give an adequate idea of this floating suburb
tenanted as it is by classes of all sorts, trades
and occupations.

A large portion of the river adjoining the
town is allotted to the native junks that carry
such a large portion of the articles of trade to
the neighbouring ports of Hongkong, Macao,
and Haiphong, there to be transhipped into
ocean going steamers for transport to all parts
of the world. Steamers, however, come up the
river as far as Canton, but only those whose
draught allows of their navigating such shallow
waters.

The visitor to Canton, should he wish to see
a feature of native administration of almost
unique description, will probably not neglect
to see the great execution ground, where male-
factors and political prisoners meet with their
end. Here some gruesome relics of Chinese
justice may be viewed at all times, and if the
occasion be sought and the co-operation of an
influential official obtained, an execution itself
may easily be witnessed, as these take place
periodically when the prisons become incon-
veniently overcrowded, and it is deemed
advisable to provide accommodation for new-
comers, by shortening a hundred or so of the
then residents by a head.

MANDARIN in Rangoon Times.

REPORTED PORTUGUESE PLOT.

CONSPIRACY AGAINST THE DYNASTY.

The *Cologni Gazette*, a Laffan's telegram
says, publishes the following announcement,
on the authority of a message from Lisbon:—
Notwithstanding semi-official denials, it is a
fact that a widespread conspiracy against the
Royal house of Portugal has been discovered,
the prime instigators being superior officers
who were cashiered some time ago.

Shortly after the assassination of King
Alexander of Serbia, suspicious doings were
observed amongst the military, and a midnight
gathering in multi of officers and non-com-
missioned officers of the 5th Infantry Regiment
was closely watched by detectives.

All these officers were arrested at their next
meeting and imprisoned.

The officers will be court-martialled. In
other regiments also, signs of ferment are
noticed. The movement appears to be an
anti-dynastic one.

ARTESIAN WELLS FOR SIAM.

We (*Dunlop Times*) are informed that the
Bangkok Dock Co., Ltd., have brought out the
machinery and other apparatus necessary for
the sinking of artesian wells; and that the work
will be commenced forthwith in Promé. Should
experiments prove successful, wells will be sunk
in various other places, even in Bangkok. The
apparatus procured by the Dock Company is
capable of boring to a depth of 2,000 feet,
and if necessary can be made to bore up to
3,000 feet. The Siamese Government, we
understand, has given a certain guarantee to
the company to cover expenses in case the
experiments should prove a failure.

SHIPPING AND MAILS.

MAILED DUE.
French (*Saladie*) 23rd inst.
Indian (*Lightning*) 24th inst.
American (*Nippon Maru*) 28th inst.
Australian (*Eastern*) 29th inst.
Indian (*Kurungu*) 31st inst.
Australian (*Chinglu*) 7th prox.

TELEGRAMS.

(Reuters.)

The Accident to Mountaineers.

LONDON, 19th August.

The tourists, previously reported killed while ascending the Aquila Crise, fell into a crevice and were only injured.

The "America" Cup.

The *Reliance* and the *Shamrock III.* were measured yesterday. The *Reliance* allowed the challenger 14 minutes.

The overall length of the yacht is 137 feet. Her beam, that much disputed point and regarding which so many distorted reports have flashed under the Atlantic and have been published abroad, is 21 feet 3 inches. Her draft is greater than that of *Shamrock II* and less than *Shamrock I*, being quite 20 feet 9 inches. Nauts have also been told about this feature of the craft, and her real draft may be surprising to some. The new boat, instead of being of high displacement, has a heavy displacement—not far from 150 tons. She has very slack, easy bilges and a distinct floor. The bilges run with an easy sweep into the keel or fin with full garboard, so that the midship section is of the S form, and there are no distinct straight surface lines of floor at any point. Her dead rise is greater than that of *Shamrock I* or *Shamrock II*. Her greatest immersed transverse section is about twenty-four feet about her mast. The original lines are round, without any semblance of straightness being observable. The fin, or keel, is very thin at the upper part, but widens at the bottom to about forty inches. It is from seven to eight feet shorter than that of *Shamrock I*. The lead is full and blunt forward. Her after overhang is about twenty-four feet, and the forward overhang twenty-three feet. The rake of her sternpost is about the same, and also in the same position as that of the *Shamrock I*, the fin being shored out at the forward end. The greatest draft of the boat is at the heel of the sternpost, and then it rises forward in a straight line about one foot in twelve. The sail plan of the challenger has about the same area as *Shamrock I*, though it is differently arranged. The perpendicular of the sail plan will be 5 or 7 feet higher than on *Shamrock I*. Her boom will be about three feet shorter than that of *Shamrock I*, and her forward triangle reduced the same number of feet. Her steel mast is twenty inches in diameter and twenty-eight inches at the base. It carries nine feet in two thicknesses of plating nine-eighths of an inch each, and has eight full length longitudinal stiffeners and rings every ten feet. With her short and high sail plan the new challenger ought to handle well under all conditions. All who have expressed an opinion on the point believe her best point of sailing is on the wind, one of the points in which the *Reliance* excels. With very correct figures to guide them, it has been estimated by the interested that the new *Shamrock* may receive about 1 min. 45 sec. from the *Reliance* in the races to come. Is it enough to make the *Shamrock* a winner? The answer has been an emphatic negative.—Ed., H.K.T.

LATER.

The Near East.

Russia has presented supplementary demands of a political nature to the Porte.

The movements of the Russian Squadron is now producing alarm in Constantinople where it is believed to portend further demands. The squadron anchors in Inada Bay 80 miles to the North-West of the Bosphorus.

The Albanians have broken out in serious revolt between Monastir and Uskub, in which latter district a reign of terror prevails. The situation at Salonika is critical.

(N. C. D. News.)

The New Reign of Terror.

The Tsing, 16th August.

Ching Kuan, Special Commissioner to Japan in 1898, is expected at Tientsin to carry on his search for Reformers. The educated Chinese here are in a state of alarm, and are anxiously inquiring whether the Consuls here are authorised to protect them.

It seemed to be the opinion of Sir Ernest Satow when he was here that simply as a question of humanity Great Britain should protect these men.—Ed.

Cruelty to Animals.

London, 15th August.

In a ride of thirty-two French officers from Paris to Danville under the auspices of the Minister of War, two horses were ridden to death, one of which galloped the whole of the last fifty-five miles over a road deep with mud.

Danville is about 65 miles west of Paris as the crow flies.—Ed.

A Military-Political Appointment.

Major Albert E. W. Count Gleichen, C.M.G., C.V.O., D.S.O., Grenadier Guards, has been appointed British Military Attaché at Berlin.

EX-GOVERNOR WANG CHIH CH'UN.

From "Notes on Native Affairs" in the N. C. D. News we clip the following:—Ex-Governor Wang Chih-ch'ün of Kwangsi, concerning whom there was a report in the Northern papers that he had been ordered to be arrested and thrown into prison, according to a Peking letter, has been pardoned. Through the intercession of his fellow provincial, the Grand Councillor, Chü Hung-chi. It appeared that a Censor had also denounced the Ex-Governor, accusing him of certain crimes, and the Emperor Dowager was on the point of issuing an edict commanding his arrest and further punishment but was dissuaded from doing so by Chü Hung-chi, who said that there are others worse than Wang Chih-ch'ün, yet at large, and that under the present state of unrest in the country it would be impolitic to punish high officials whose worst fault was that "they had not enough troops under them." Further, as her Majesty had already cashiered the man and reduced him to the ranks it was punishment enough for Wang under the circumstances.

ASK FOR ASAHI JAPANESE BEER—G. Glauert.

PREVENTION OF CRUELTY TO ANIMALS.

It appears that Mr. E. A. Hewitt's proposal to establish a society in Hongkong for the prevention of cruelty to animals is about to assume practical form. A public meeting to inaugurate the society is called for Friday next at 5 p.m. It is to be held at the City Hall and the Governor will preside.

A recent number of the *Siam Free Press* to hand to-day reproduces our editorial comments on Mr. Hewitt's recent proposal, and in its leading article dealing with the subject observes:—We notice that Hongkong papers are agitating against cruelty to animals, a fact that goes to show that no. alone in Hongkong is the dumb creation subject to wanton ill-treatment. However, compared with Bangkok, Hongkong is a regular Paradise for animals, by all accounts, and still our humane brethren of that happy sea-girt rock—figuratively styled: "The Valley of Fragrant Waters," as the name *Leung-keang* implies—are vigorously pleading for better treatment to animals. Mr. E. A. Hewitt has a long letter in the *Hongkong Telegraph* wherein he eloquently pleads the urgent necessity that exists for the formation of a local society for the prevention of cruelty to animals. Our Hongkong contemporary is of opinion that the grounds upon which that gentleman urges the necessity for the provision of such an institution in Hongkong are sufficiently convincing.

If such can be said of Hongkong, what must we say of Bangkok, where not only 34 cases in a year but dozens of cases may be seen daily, in all quarters of the city, of the most harrowing nature. Perhaps in no other city in the civilised world are animals so cruelly treated as in Bangkok. Pigs and other animals may be seen daily conveyed with loaded bodies and their legs tied with hard cords and suspended from bamboos. The excruciating pains which such poor creatures experience as they are jerked along on the shoulders of coolies must be something terrible, and even worse than the tortures of vivisection. Where the animals are of any size the force of their own weight strains the cords so much that the very bones and sinews are laid bare, and the poor brutes in their sufferings is something to move even the most callous hearts to pity. Not only are porkers carried to market in this cruel manner, in Bangkok, but all manner of the feathered tribe including ducks, fowls, etc. And sometimes even sheep and cattle, destined for the slaughter-house, may be seen conveyed in this savage way. For wild furious driving and ill-usage to ponies, the Bangkok syce easily takes the palm. These docile and useful little animals are most shamefully and cruelly treated, especially away from the eyes of the owner. The same of course applies to livery stables in particular. How frequently are jaded and over-worked little ponies belaboured in the most brutal fashion in the public streets, when their strength is exhausted and their brutality becomes too great for their drooping vigour. In such circumstances they are prodded, goaded and goaded until through sheer madness of torture they are forced to go beyond their strength, and sometimes in the effort they drop dead. What astonishes the foreigner in these shores, is the fact, that in a Buddhist country such as Siam, where their creed forbids the natives to injure or even destroy the life of the smallest insect, to see such wanton cruelty and destruction of life in the animal kingdom. Natives bet heavily on cock-fighting, fish-fighting, in ect-fighting, etc., and can spend days enjoying the "fun" without any remorse. We could write volumes on the subject of "cruelty to animals" in Siam, but the fact we have stated will show how much we stand in need of some rules to bring about a state of amelioration. We have frequently reverted to this subject, in former issues, but as our Hongkong contemporaries are so earnest in the matter in that colony, we think the moment opportune for a similar movement in Bangkok.

RUSSIA AND COREA.

A lease of Ryong-an has been concluded between the Korean Imperial Household and the Russian Timber Company. The whole district of Ryong-an is included in the lease and it is believed that the Russians intend to use the district for some other purpose than that of the timber trade. The powers are opposed to the lease, which they hold to be detrimental to their interests. They threaten to take a similar step in regard to Wiju and other places. A Tokyo despatch to the *Asahi* states that an official report to the Government announces the lease of Ryong-an and that the whole affair will be made public shortly.

THE COUNTERVAILING DUTIES ON SUGAR.

GOVERNMENT ANNOUNCEMENT.

A Press communique says that the Government of India have decided to retain, until the 31st March, 1904, countervailing duties on sugar at the rates which may be in force on the 31st August, 1903. This decision is based on the ground that a great part of the sugar which will be available for export from bounty-giving countries up till the 31st of March will have actually received the bounties.

After that date the countervailing duties will cease to be levied on sugar produced in, and imported from, any country which may have abolished all bounties on or before the 31st August, 1903.

The Government of India reserve full right to maintain, after the 31st March, 1904, differential duties on sugar produced in, or exported from, bounty-giving countries, and also to reimpose differential duties against any country which may restore its bounties, either directly or indirectly.

ASK FOR ASAHI JAPANESE BEER—G. Glauert.

TELEGRAMS TO FOCHOW.

Normal communication with Fochow was restored at mid-day to-day.

GERMANY'S TRADE WITH THE EAST.

Says the *Times of Ceylon*:—The increase in the number of German vessels calling at Colombo has been brought about by the establishment of regular steamer lines to trade with the Far East. In the eleven years since 1891 the freight carriers have been reinforced by the steamers of the Kinsing Line of Hamburg—whose vessels were later on taken over by the Norddeutscher Lloyd and the Hamburg-America Line—the Hansa Line of Bremen; the D.A.D.G., otherwise known as the Deutsche Australisch Dampfschiffs Gesellschaft, of Hamburg, and the Hamburg-America Line of Hamburg. Then the tremendous increase in tonnage was obviously the result of the entrance upon the scene of the huge ocean leviathans of the type of the "Grosser Kurfürst," "Friedrich der Grosse" and the "Barbarossa." When Germany turned her attention to the development of her trade with the Far East she soon showed that she was a competitor to be taken seriously, for she approached the matter in none of the dilettante spirit characteristic of the Latin races who had hitherto been Britain's only real rivals in Eastern waters. The case of Siam is one of the most instructive upon German methods and the success which has attended them. So late as five years ago Britain still monopolised the shipping with that country; yet to-day we see Germany holding 10 per cent. of it, having bought up British steamers and added others. It is the legitimate reward of Germany's persistent and well directed efforts, and so quick and complete has been its consummation, that the over-confident British shipper is only just becoming aware, apparently, of the fact that the trade in which he felt that he had a prescriptive right is going elsewhere.

In 1897 Germany does not appear as having any direct trade with Ceylon. Five years later we find Germany entering the field as an exporter to Ceylon. The effort was highly insignificant, however, and only totalled Rs. 923. Exports from Ceylon, on the contrary, were represented by a much more substantial amount, viz. Rs. 178,498. In the succeeding seven years, Germany's onward march began in real earnest. The enterprising Teuton was evidently satisfied with the results of the feeble he had thrown out, and realized fully that a very excellent market for German goods lay awaiting exploitation in Ceylon. The opening up of the trade was gone about in no half-hearted manner and both exports and imports increased in a manner little short of marvellous. France was easily outdistanced, and Germany took an easy second place to Great Britain and the Colonies. Ceylon's imports from Germany in 1891 had a value of Rs. 439,866 and her exports to Germany were worth Rs. 1,305,208. In 1902 these two sets of figures had increased to Rs. 1,525,013, and Rs. 6,599,987 respectively.

MORE WAR TALK.

Quiet as is the world, and promising as are the prospects of peaceful industry and trade, to all the nations, we are yet not out of danger of battle and war. From two centres come intimations of strife that menace the peace of the world. One of these is Port Arthur; the other is Constantinople. In the one the fate of Manchuria is involved; in the other the reorganization of the political condition of the Balkan states.

The report from Port Arthur is due to the recent conference there of a number of Russian officials of high rank in diplomacy, war and civil administration. A dispatch says that among the members of the conference were Minister of War Kuropatkin, Admiral Alexieff, the Russian Ministers at Peking and Seoul, the political agents in China and Korea, including Pokotiloff, recently Russian financial representative at Peking; General Dessio, the military agent in Chi 2, the civil and military officers at Moukden, Harbin and Kirin, and the administrator of Newchwang.

That is certainly a formidable array of dignitaries to assemble in a place so remote from the seat of Russian government. Their proceedings, it is said, were "enveloped in profound secrecy." The mystery doubtless augmented the feelings of distrust with which the conference was watched, and we are told that the foreign commercial officials at Port Arthur and at Newchwang are convinced that the probabilities of war are increasing rapidly. They hold that the conference met for no other purpose than that of preparing for an open rupture with Japan and possibly with Great Britain.

The war rumours from Constantinople are of a similar character. It is said a council of war has been held at Yildiz Kiosk, and that the Turks have decided to send additional troops to the Bulgarian frontier ready to cross the border at a moment's notice. The action of the Turks is reported to be due to the continuance of disturbances and the fear that the European concert will not be able to keep the peace.

Neither of the reports is sufficiently serious to be deemed "alarming" for in each case the cry of coming war has been heard so frequently that the world no longer gives much heed to it. Nevertheless, the incessant repetition of such reports is in itself a proof of the unsettled and uncertain condition of affairs in North China and in the Balkans. So long as those conditions remain we shall never be sure of peace for as much as a year ahead, and the recurring rumours serve to remind us that there are still in the world of international politics a number of active volcanoes liable to break forth with violence at almost any unexpected time.—Ed.

ASK FOR ASAHI JAPANESE BEER—G. Glauert.

A BIG PALACE ROBBERY.

We are informed (says the *Siam Free Press* of the 10th inst.) that another big robbery has been perpetrated at the Royal Palace some days ago. This has no connection with the late big jewel robbery, but, nevertheless, it is of far more importance, as it is said to have taken place within the royal Court in the Queens' chambers. The amount also is said to be considerable, the figures being put at close on a hundred thousand ticals. A quantity of very large diamonds of great lustre, very rare cut eyes, of immense value, large pearls and an amount of jewellery set with brilliants worth thousands.

All the pawn-shops of the city have been searched, but the particulars are not known, as strict orders have been given to keep the thing secret. Up to the present no clue has been discovered, but it is said that some women are suspected.

THE "TONKIN" OFF KAWASAKI.

Since the M.M. steamer *Tonkin* has been lying off the Kawasaki Yard, the work of clearing the ship of all the debris of the disastrous fire from which the fine vessel suffered a few days ago has been proceeding apace. The fore hold was almost cleared yesterday, says the *Kobe Chronicle* of the 12th inst., and everything taken away that was not a fixed part of the ship. The two decks that were affected by the fire have all been cleared of a vast amount of ashes, burned wood, and fittings, and what before were the handsome first-saloon sleeping cabins, the confectioner's and cook's offices, the doctor's dispensary and other offices, is now one long stretch of blackened deck with a few iron upright supports. Everything is cleared away. It is difficult to convey a vivid idea of the state of this part of the ship. The appearance of the forecastle is not unlike some deserted iron works, where everything is bare, neglected, and rusty, although by now the place has been brushed and cleaned up, and a vast quantity of which put out of the way. It is a question whether the once valuable machinery in the forecastle—pumping machinery, etc., all of the best make, will ever be fit for use again. Its appearance at present is that of a mass of rusty iron; but in other respects it is of course intact, having been too heavy to be affected by the furnace heat to which the forecastle was subjected, when for twelve hours at least the flames roared within that part of the vessel. Other iron work, railings and such like, could not withstand the heat, and like the sheet iron decks, are warped and twisted. Among the piled-up rubbish here, was noticed a huge quantity of crockery, every tittle of evidence about the ship reminding with fresh force of the presence a few days ago of an unquenchable fire which could not be extinguished before it had burnt itself out, and could only be prevented with difficulty from spreading aft, when, if it had reached the abundant wood-work and upholstery of the saloons and cabins, it would inevitably have devoured the ship.

We are informed from an authoritative source that the *Tonkin* will be placed under repair in Japan sufficient to stand the voyage home, but will be finished at the Messageries Maritimes Co.'s private yards near Marseilles. The vessel is of 6,600 tons gross, and is fitted in that elaborate manner for which the M.M. Company have long been famous. Teakwood is commonly used in the construction and wood furnishing, and her machinery, as has already been noticed, was of very superior finish. Although unable to obtain the exact cost of the vessel, calculating on the usual basis, the *Tonkin* cost about £288,000, and the extent of the fire on board would suggest that over a quarter of the ship has been rendered almost valueless—including a large proportion of the passengers' cabins and officers' quarters on the bridge, main and tween decks.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

The following are to-day's closing quotations:—
Banks \$64 1/2 London 265
China Traders 60
Indo-Chinas 83 b.
Docks 2 0 b.
H.K. & C.M. Steamboats 136 s.
Lands 155 b
Humphreys Estate 44 s.
Steam Waterboats 15 b

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ... 9 13/16
Bank Bills, on demand ... 1/9 1/2
Credits, 4 months' sight ... 1 10 3/16
D'cents 4 months' sight ... 1 10 3/16
ON BERLIN, (demand) ... M. 185 1/2
ON PARIS, Bank Bills, on demand ... 2 29
Credits, 4 months' sight ... 2 3 1/2
ON NEW YORK, Bank Bills, on demand ... 44 1/2
Credits, 30 days' sight ... 44 1/2
ON BOMBAY, Telegraphic Transfer ... 136
On demand ... 136 1/2
ON SHANGHAI, Telegraphic Transfer ... 72 1/2
Private 30 days' sight ... nom.
ON YOKOHAMA, T.T. ... 88 1/2
Sovereigns, Bank's Buying Rate ... \$11 1/2
Gold Leaf 100 touch, per tael ... \$7.80
Bar Silver 25 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW No Sales
LAST YEAR 930/950
OLDEST 990/1030
PATNA NEW 1075
OLD 1085
BENARES NEW 1075
OLD No Sales
PERSIAN (PAPER) 750/800

ASK FOR ASAHI JAPANESE BEER—G. Glauert.

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.
ORIGINAL JURISDICTION.

IN THE MATTER OF THE
EWO COTTON SPINNING AND WEAVING COMPANY, LIMITED,
AND
IN THE MATTER OF THE
COMPANIES ORDINANCES
1877 AND 1886.

NOTICE is hereby given that the Order of the Supreme Court of Hongkong, dated the 17th August, 1903, confirming the Reduction of the Capital of the above named Company from Tails 1,750,000 to Tails 750,000 and the Minute (approved by the Court) showing with respect to the Capital of the Company as altered the Several Particulars required by the above Ordinances were registered by the Registrar of Companies on the 19th day of August, 1903.

And further take Notice that the said Minute is in the Words and Figures following:—
"The Capital of The Ewo Cotton Spinning and Weaving Company, Limited, henceforth is Tails 750,000 divided into 15,000 shares of 50 Tails each instead of the Capital of Tails 1,750,000 divided into 17,500 shares of Tails 100 each at the time of the Registration of this Minute the Sum of Tails 50 has been and is to be deemed to be paid up on each of the said shares."
Dated the 20th day of August, 1903.
DEACON & HASTINGS,
Solicitors for the Company.
[1017]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of UPHOLSTERERS' WORK for a Period of 12 months from the 1st of SEPTEMBER, 1903, to H.M. NAVAL YARD, Hongkong. Forms of Tender can be obtained on Application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, and should be returned not later than NOON, on 26th AUGUST, 1903. A Deposit of One Hundred Dollars will be required when applying for Tender Forms, to be returned if the Tender is declined.
Hongkong, 21st August, 1903. [1018]

TO LET.
ROOMS TO LET at 10, ICE HOUSE STREET.

WANTED.
WANTED A SMART HEADBOY from 1st of September. No coolie need apply.
Hongkong, 21st August, 1903. [1019]

SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

A PUBLIC MEETING to inaugurate the Society will be held in the ST. ANDREW'S HALL, CITY HALL, on FRIDAY next, the 28th instant, at 5 o'clock P.M. His Excellency the Governor will preside. All Persons interested in the Formation of this Society are cordially invited to attend.
MOWBRAY S. NORTHCOTE,
Honorary Secretary.
Hongkong, 21st August, 1903. [1020]

HONGKONG RIFLE ASSOCIATION.
LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 22nd instant, commencing at 3 P.M.
RANGES—700 and 800 yards.
Ten Shots and a Sighting at each Range.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 21st August, 1903. [1021]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the above Ports, on TUESDAY, the 25th instant, at 10 A.M.
For Freight or Passage apply to
DOUGLAS, LAURIE & CO.,
General Managers.
Hongkong, 21st August, 1903. [1022]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1903.
About
"MOGUL" 31st Aug.
"BRAEMAR" 10th Sept.
"SATSUMA" 23rd Sept.
"SHIMOSA" 10th Oct.
"KURDISTAN" 24th Oct.
"RICHMOND CASTLE" 7th Nov.
For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 21st August, 1903. [1023]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES
S.S. "BENALDER" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Goods are hereby informed that all Goods are being landed at their risk into The Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st August, 1903. [1024]

ASK FOR ASAHI JAPANESE BEER—G. Glauert.

To-day's Advertisements.

THEATRE ROYAL.

EVERY EVENING.

NIGHTLY INCREASING SUCCESS.
NIGHTLY INCREASING ENTHUSIASM.

Notwithstanding the great success achieved, the Management regrettably announce the
LAST TWO NIGHTS
OF

THE POLLARD
ENGLISH COMEDY CO.

Including the Inimitable Comedian,
MR. EDWARD NABLE.

TO-NIGHT AND TO-MORROW
TWO FAREWELL
TWO FAREWELL
PERFORMANCES

OF

"TURNED UP."

The Enormously Successful Laugh-maker
"TURNED UP."

"TURNED UP."

"TURNED UP."

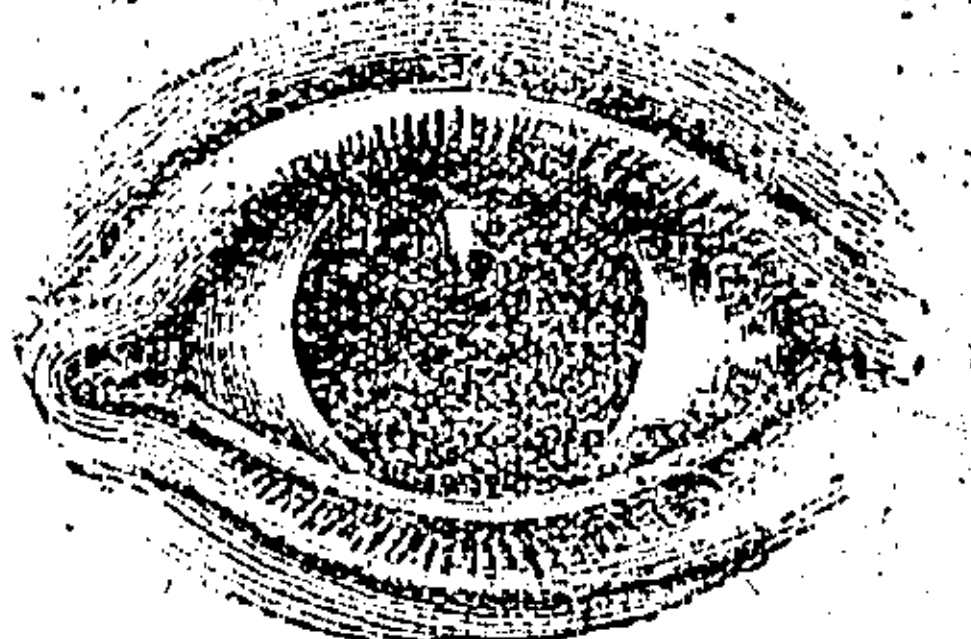
PLAN of RESERVED SEATS at the
Robinson Piano Co., Ltd.

Prices \$3, 2, and 1.

Tickets admitting Soldiers in Uniform may be obtained from the Colour-Sergeants.
Doors open at 8. Performance at 9 sharp.
Late Tram and Ferries will run after the Performance.

ALEC MIDDLETON,
Business Manager.

Hongkong, 21st August, 1903. [1026]



N. LAZARUS,
OPHTHALMIC OPTICIAN
OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism
ground on the premises.

Spectacles and Eyeglasses in all styles
and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with
entrance through store of R. Hou, hoi, Tailor.

DAVID BENJAMIN,
Manager.

Hongkong, 23rd June, 1903. [1026]



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.,
SCOTCH WHISKY DISTILLERS
By Appointment to

H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
LANE, CRAWFORD & CO., Queen's Road
Central. [1026]

ASK FOR ASAHI JAPANESE BEER—G. Glauert.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"GLAUCUS"	On 22nd August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.

SS. "GLAUCUS" left Singapore on 18th inst. and is due here on 22nd inst.
SS. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, UDON & AWERP.	"NESTOR"	On 1st September.
MARSEILLES, UDON & AWERP.	"KINTUCK"	On 15th September.
*LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, UDON & AWERP.	"GLAUCUS"	On 29th September.
MARSEILLES, UDON & AWERP.	"AGAMEMNON"	On 13th October.
*LIVERPOOL	"JASON"	On 20th October.
MARSEILLES, UDON & AWERP.	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and JL PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"DEUCALION"	On 6th September.
	"CALCHAS"	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th August, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"NINGPO"	21st August.
CEBU and ILOILO	"HUNY"	22nd "
NINGPO and SHANGHAI	"KWEILIN"	24th "
CHEFOO and TIENSIN	"KWEIYANG"	26th "
MANILA	"SUNGKIANG"	26th "
ILOILO	"WUOHANG"	4th September.
MANILA	"CHANGSHA"	14th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.B.—RED 'OLD SALOON' FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st August, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
PERLA	1980	J. McGinty	MANILA, ILOILO and CEBU.	TUESDAY, 25th Aug., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT).	SATURDAY, 29th Aug., at 10 A.M.
RUBI	2540	R. W. Almond	—	SATURDAY, 5th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDESAHMA"	5,197	W. E. Craven	Sept. 13, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI (DIRECT)	DAIJIN MARU	T. Ogata	SATURDAY, 22nd Aug.
FOR ANPING	MAIDZURU MARU	T. Saito	SUNDAY, 23rd Aug.
FOR TAMSUI	DAIGI MARU	T. W. Groves	TUESDAY, 25th Aug.
FOR FOCHOW	ANPING MARU	J. Goto	FRIDAY, 28th Aug.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 5, Des Vaux Road Central.

Hongkong, 20th August, 1903.

T. ARIMA, Manager.

[1179]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. [1322e]COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI.

THE Company's Steamship

"SALAZIE,"

Captain Nègre, will be despatched for the above Port, on or about MONDAY, the 24th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 18th August, 1903. [1004e]THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRISEN"

Captain H. Plating, will be despatched as above on or about WEDNESDAY, the 26th instant, to be followed by the S.S. "NORDKYN" later.

For Freight, &c., apply to

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 19th August, 1903. [889e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	WEDNESDAY, 26th August, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	TUESDAY, 1st September, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 21st August, 1903.

FOR CHEMULPO, DALNY AND PORT
ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"

Captain Meyer, will be despatched for the above Ports, on SATURDAY, the 29th instant, at 4 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th August, 1903. [1013e]

FOR NAGASAKI AND VLADIVOSTOK.

(Calling at GENSAN).

THE Steamship

"SAVOIA,"

Captain Deinat, will be despatched for the above Ports, on MONDAY, the 31st instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th August, 1903. [1014e]

Intimations.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

It is now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1903. [410e]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1.50; Return Ticket, \$2.50; 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

Wharf opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to—

SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 24th June, 1903. [1885e]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain M. Courtney, will be despatched as above on TUESDAY, the 25th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th August, 1903. [999e]

"SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched as above on or about TUESDAY, the 25th instant.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 17th August, 1903. [915e]EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN AND QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 26th instant, at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th August, 1903. [930e]

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	WEDNESDAY, 26th August, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	TUESDAY, 1st September, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 21st August, 1903.

FOR CHEMULPO, DALNY AND PORT
ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"

Captain Meyer, will be despatched for the above Ports, on SATURDAY, the 29th instant, at 4 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th August, 1903. [1013e]

FOR NAGASAKI AND VLADIVOSTOK.

(Calling at GENSAN).

THE Steamship

"SAVOIA,"

Captain Deinat, will be despatched for the above Ports, on MONDAY, the 31st instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th August, 1903. [1014e]

Intimations.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

It is now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1903. [410e]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLEN TURRET,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 22nd instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW.
Hongkong, 15th August, 1903. [988e]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after WEDNESDAY, the 19th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th August, 1903. [996e]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA
LOYD. LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

of the NORDDEUTSCHER LOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., on the 19th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 25th instant, at 9.30 A.M.

All Claims must reach us before the 29th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LOYD,
MELCHERS & CO.,
Agents.
Hongkong, 19th August, 1903. [653e]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

THE SHARE MARKET

[illegible]

© 1/8-\$18 for half-	
30.6.1903.....	\$640 b.
1902	\$29
	\$10
25.	
30 per share for 1901	\$497 1/2
year ended 30.4.1902.....	\$60
for 1902.....	Tls. 225 ss. & s.
1901	\$133 ss.
share for 1901	\$178 b.
3.	
for 1901	\$327 1/2 s.
for 1901	\$86 1/2 b.
ar ending 30.6.1903	\$36 s.
share for 1902.....	\$83
share for 1900.....	\$20 s.
year ended 30.6.1902.....	\$40 b.
% for year ending {	\$28 s.
03 {	\$18 s.
6d. for 1903	£1 2/6

making 7 % for the year.....	Tls. 48 sa.
making 20 % for 1902.....	Tls. 355 sa.
making 13 % for 1902.....	Tls. 177 1/2 sa.
making 13 % for 1902.....	
making \$12 for 1901	\$96 b.
or 1897	\$10 b.
year ending 30.9.02 ...	Tls. 70 s.
.....	\$2
making Fcs. 60 for 1902	\$600 s.
or 1-year end. 31.7.94 ...	\$1
per share 28.1.01	49 s.
per share to 10.10.02	Tls. 6.70 s.
GODOWNS.	
2 % for 1 year 31.12.02.....	\$211 sa.
3 making Tls. 15 for year	
3	Tls. 150 sa.
making \$44 for 1902	\$88. b.

2 making Tls. 18 for 1902	18. 240 s.
BUILDINGS.	
per share for 1902	1 s.
for 1903	5 b.
for 1902	35 s.
for 1903	504
year making \$12 for 1902	153 s.
year ending 31.12.00	150 b.
year ending 31.12.01	130 s.

ending 31.3.03	Tls. 16 sh.
.....	Tls. 25
for 1902	\$31
% for 1903	Tls. 102 sh.
S.	
cents per share.....	\$15 b.
ended 31.10.97.....	Tls. 36 s
% on account of 1898	Tls. 40 s
of 4 % on acct. of 1898 ...	Tls. 40 s
ended 31.12.00.....	Tls. 200
COMPANIES.	
ending 30.6.1900	\$250 b.
	\$18 s.
ls. 2.60 making Tls. }	Tls. 54 b.
ar ending 31.10.02	
US.	

% for 1902	\$10
% for 1902	\$14 b.
% for 1902	\$7 b.
% year ending 30.4.1903	\$12½ a.
% year ending 30.4.1903	\$7 b.
% 1 % bonus for 1901	\$140 b.
.....	\$145
-\$3.75 for 1902	\$47½
% for 1903	\$350 a.
.....	
ending 31.11.1902	\$320 a.
% year ending 31.7.1901	\$12 b.
.....	
-\$3 for 1901	\$10 b.
or 1902	\$10 a.
.....	
.....	\$58
.....	
% for year ending 31.5.03 ... {	\$9 b.
.....	\$200 b.

%	\$16 h.
half-year 1901.	564
	570 b.
ended 30.6.1903.	59
Dividend of Tls. 24 and	
Tls. 24 per share paid	Tls. 265 b.

BENJAMIN, KELLY & POTTS,
Share Brokers.
 ters, sa.—sales.

BOURBON WHISKY EX S.S. "COPTIC" SEPT., 1898.
NOW MATURED TO PERFECTION.
WE ARE BOTTLING A PORTION OF THE ABOVE AND OFFER IT AT
\$18.00 PER DOZ.

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

CHARMING SHIRT WAISTS.

DAINTY SILK BLOUSES.

NEW COFFEE COATEES.

WE SHALL BE PLEASED TO SEND A SELECTION
OF THE ABOVE ON APPROVAL TO OUR
CUSTOMERS ON RECEIPT OF THEIR
INSTRUCTIONS.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

WILLIAM POWELL, LTD.

34, Queen's Road Central,
Hongkong.

R. G. HECKFORD,
MANAGER.

August 10th.